

**East Bay BRT**  
**Oakland, California**  
**Project Development**  
**(Based upon information received by FTA in November 2010)**

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 14.4 Miles, 47 Stations
<b>Total Capital Cost (\$YOE):</b>	\$216.12 Million (Includes \$7.4 million in finance charges)
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$75.00 Million (34.7%)
<b>Annual Forecast Year Operating Cost:</b>	\$5.15 Million
<b>Opening Year Ridership Forecast (2015):</b>	41,700 Average Weekday Boardings 3,700 Daily New Riders
<b>Overall Project Rating:</b>	High
<b>Project Justification Rating:</b>	Medium-High
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Alameda-Contra Costa Transit District (AC Transit) is planning the East Bay Bus Rapid Transit (BRT) project, which would operate from downtown Berkeley through downtown Oakland to San Leandro, terminating at the San Leandro Bay Area Rapid Transit (BART) station on the southern end of the alignment. The project includes exclusive transit lanes over approximately 75 percent of the alignment, transit signal priority, real time bus information at stations, and barrier free proof-of-payment fare collection. No vehicles will be procured as part of the project as the service plan can be accommodated with AC Transit's existing fleet. The BRT service will operate every five minutes during peak periods.

**Project Purpose:** The East Bay BRT project would improve transit service in one of the densest and most transit dependent areas in the San Francisco Bay area. Current local and express service (provided by Routes 1 and 1R) is frequent and well-patronized, but cannot be expanded without a dedicated right-of-way, particularly in Oakland. The project would improve the speed and reliability of service to current riders, including large numbers of minority, low-income, and transit-dependent residents, by offering higher frequency service, reduced travel times, and greater schedule reliability. In addition to providing faster service to existing employment concentrations in Berkeley and downtown Oakland, the project will support local transit-oriented development efforts.

**Project Development History, Status and Next Steps:** FTA approved the East Bay BRT project into Small Starts project development in December 2008. In the last year, AC Transit removed dedicated right of way in the City of Berkeley from the project scope in response to local opposition. The project's southern terminus was moved from the BART Bay Fair Station to the BART San Leandro Station, thereby decreasing the project length by 2.5 miles and contributing to a reduction in the capital cost from \$234.55 million to \$216.12 million. The Final Environmental Impact Statement for the project is expected to be completed in mid 2011, with a Record of Decision following. AC Transit anticipates receiving a Project Construction Grant Agreement in Fall 2011, with revenue operations beginning in late 2015.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$75.00	34.7%
STIP Funds *	\$50.00	23.1%
Section 5309 Bus Discretionary	\$2.33	1.1%
<b>Local:</b>		
Regional Measure 2 (Bridge Tolls)	\$48.44	22.4%
Alameda County Measure B (Sales Tax)	\$10.11	4.7%
Other (local certificates of participation)	\$30.20	14.0%
<b>Total:</b>	<b>\$216.12</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

\* State Transportation Improvement Program (STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

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**(Land Use and Economic Development Rating based upon Information accepted by FTA in  
November 2008)**

***LAND USE RATING: Medium***

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- In 2000, the station area employment was 171,600. The CBD area employment was 65,000. In 2000, the station area population density was 13,900 persons per square mile.
- Existing development is variable in character. Major activity centers have highly urban characteristics including a mix of uses and pedestrian-friendly design. Lower density residential areas exist in the corridor and lack the necessary pedestrian and transit amenities. Daily parking in downtown Oakland is expensive. Parking around the University of California is extremely scarce.

***ECONOMIC DEVELOPMENT RATING: Medium***

**Transit-Supportive Plans and Policies: Medium-Low**  
(50 percent of Economic Development Rating)

- The Metropolitan Transportation Commission has adopted a transit-oriented development policy that would be applied to transit expansion projects throughout the Bay Area.
- The FOCUS program provides an opportunity for local governments and regional agencies to work together to create livable, complete communities. The program designates near-term priority development areas as locations where development is encouraged and priority conservation areas as locations which include regionally significant open spaces for which there exists a broad consensus for long-term protection.
- Zoning codes around each of the proposed BRT stations is strongly supportive of transit-oriented development. Permitted residential densities range from 30 units per acre to 300 units per acre although some areas (especially in San Leandro) have zoned densities as low as 20 units per acre.
- High density areas in downtown Oakland have no minimum parking requirements; however all of the other areas along the corridor do have minimum parking requirements.
- Downtown Oakland has a maximum commercial Floor Area Ratio of 20.0.
- The City of Oakland is beginning a citywide review of its zoning along transit corridors in order to make them more transit friendly. However, the zoning codes around the majority of the proposed BRT stations include language that encourages mixed uses, pedestrian-oriented neighborhoods, and high densities.

**Performance and Impacts of Policies: Medium**  
(50 percent of Economic Development Rating)

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- The Fruitvale Transit Village in East Oakland is a four story mixed-use development with housing (including affordable units), office space, community services and a retail plaza.
- Despite its high level of existing development, more than 15,000 households, 40,000 residents, and 35,000 jobs are expected in the corridor by 2025. The growth rate for population and housing units in the corridor is projected to mirror the rate of Alameda County as a whole; however, the estimated employment growth rate is projected to be slower than in the County.
- There are many vacant or underutilized parcels in the corridor available for redevelopment.
- Market support for development in the corridor is strong in Oakland because of the area's central location, good accessibility, relatively affordable space costs and land prices, relatively affordable housing, accessibility to a well-educated workforce, proximity to a major university, and the availability of space and land for expansion with pre-existing infrastructure.

# AC Transit East Bay BRT Project Oakland, California

